

A large, stylized number '3' graphic in white and teal, positioned in the upper right quadrant of the page. The top loop of the '3' is white, while the bottom loop is teal. A teal curved shape sweeps across the page from the bottom left towards the right, partially overlapping the '3' graphic.

Economic and Social Infrastructure

The Government continued its efforts to consistently provide economic and social infrastructure, despite the plethora of challenges posed by the ongoing COVID-19 pandemic. With the gradual recovery in world demand amid lack of supply increases, energy prices soared in global markets, warranting a revision of domestic prices of key petroleum products after a hiatus of over one and a half years. The recovery in domestic economic activity led to an increase in demand for electricity in the first half of 2021, compared to the same period in the previous year. The Ceylon Petroleum Corporation (CPC) and the Ceylon Electricity Board (CEB) continued to experience financial challenges due to the absence of timely market-reflective adjustments to prices and tariffs. In the midst of setbacks caused by COVID-19 related restrictions, the Government continued its infrastructure development drive with the aim of improving rural-urban linkages and the quality of living environments. Meanwhile, recent enactments of legislation relating to the Colombo Port City project and the exploration of Petroleum resources are expected to pave the way for improved foreign investments into these areas. In relation to social infrastructure, although the health sector faced significant challenges in containing multiple waves of the pandemic, imposition of mobility restrictions alongside the efficacious COVID-19 vaccination drive of the Government helped ease the third wave of the COVID-19 pandemic towards the latter part of September. Despite the transition of educational activities to digital platforms since the onset of the pandemic, the questionable efficacy of these online educational activities alongside disruptions caused by trade union activity are likely to have lingering effects on education outcomes.

3.1 Progress of the Energy Sector

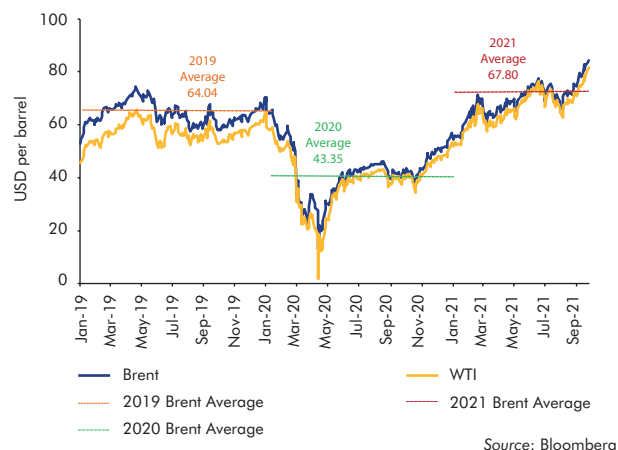
Crude Oil and Petroleum Products

The favourable demand outlook for the global economy alongside the supply conditions maintained by the OPEC and its allies led to global crude oil prices rising to their highest levels since October 2018. The average Brent price increased to USD 67.80 per barrel during the nine months ending September 2021, reflecting a 58.3% increase over the corresponding period of 2020. Following the trends in global markets, the average price of crude oil imported by the CPC increased by 47.8% to USD 66.96 per barrel during the period from January to September 2021, compared to the average import price of USD 45.31 per barrel recorded in the corresponding period of 2020. Meanwhile, responding to the rise in global crude oil prices, domestic retail prices of key petroleum products were revised upward with effect from 12 June 2021. However, the recent rising trend of global prices of crude oil and forecasts that this trend is likely to continue during the remainder of the year highlight that this revision is likely to be inadequate in the period ahead. A suitable cost-reflective pricing mechanism is essential for the financial viability of the CPC and thereby the stability of the banking sector. Such a mechanism can also improve transparency and thereby improve the general public's acceptance of much needed regular price revisions in relation to these imported products. Needless to say, a pre-determined formula can also pave the way for a quick pass-through of the benefits of any price declines in global markets.

Cost-reflective pricing mechanisms for petroleum products are essential to ensure the financial viability of the CPC and thereby the stability of the banking sector while also improving transparency and the general public's acceptance of these much needed regular price revisions...

When considering the overall domestic sales of petroleum products, there was only a marginal growth during the eight months ending August 2021.

Figure 3.1
Trends in Global Crude Oil Prices

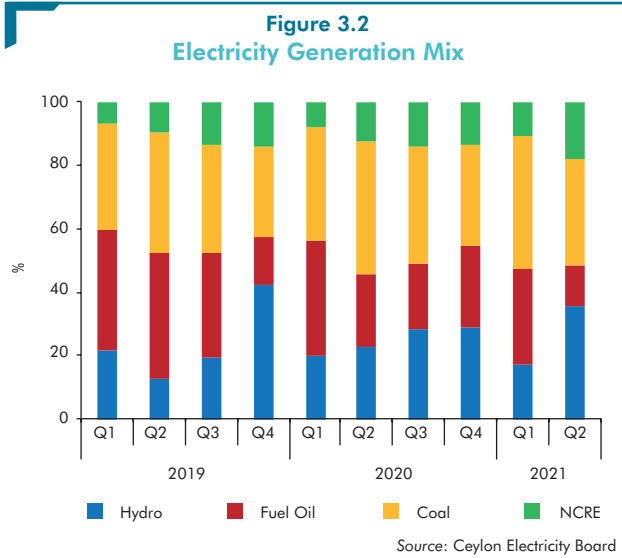


CPC's sectoral sales data highlight an improvement in demand from the transport sector. However, sales of petroleum products by the CPC to the aviation sector recorded a y-o-y decline of 22.2%, reflecting the subdued performance of travel and tourism across the globe. Also, demand from the power generation sector contracted due to increased hydropower generation during the period under review.

In 2021, several milestones in relation to offshore hydrocarbon exploration, development and production were achieved with the Petroleum Resources Development Secretariat (PRDS) proactively working towards oil and gas exploration initiatives. A key achievement was the enactment of the Petroleum Resources Act No. 21 of 2021. The Act paves way for the establishment of the Petroleum Development Authority of Sri Lanka and the formulation of a National Policy on Upstream Petroleum Industry. Further, it will also serve as the legal framework for the regulation of all processes pertaining to the exploration, development, production and management of petroleum resources in Sri Lanka.

Electricity

During the eight months ending August 2021, total electricity generation registered a y-o-y growth of 5.2% to 10,946 GWh, owing to the low base of the corresponding period of 2020. Importantly, the share of hydropower in total power generation gradually increased towards the end of the first half of 2021, supported by heavy rainfalls received in the catchment areas during May-June 2021. Accordingly, during the eight months ending August



2021, Hydro, Fuel Oil, Coal and NCRE sources accounted for 29%, 19%, 37%, and 15% of total electricity generation, respectively.

In this regard, CEB’s reliance on coal based power generation, especially during dry months, renders it vulnerable to soaring coal prices in global markets. This highlights the urgent need for the implementation of initiatives to increase the generation capacity of cost-effective energy sources, including NCRE.

3.2 Progress of Other Economic Infrastructure

Transportation

On an overall basis, activities across the transport sector depicted a slowdown during the first half of 2021. Although domestic public passenger transport indicators showed some signs of recovery during the first quarter of 2021, reflecting a gradual recovery in economic activities, this trend reversed during the following quarter with the outbreak of the third wave of the pandemic in late April 2021. Despite the absence of any nationwide lockdown, as imposed from mid-March till end April 2020, mobility restrictions during the second quarter of 2021 entailed a lower provision of domestic public transportation services. The operated kilometrage of the Sri Lanka Transport Board (SLTB) declined marginally by 0.7% during the first half of 2021, as SLTB continued to undertake limited operations in relation to the transportation of essential workers. The slowdown recorded by private bus operators was more severe with the operated kilometrage of private bus operators recording a y-o-y decline of 32.7%, during

Table 3.1
Performance of the Transportation Sector

Item	2020 Jan-Jun (a)	2021 Jan-Jun (b)	Change %
Road Passenger			
Sri Lanka Transport Board (SLTB)			
Operated Kilometrage (mn)	137	136	-0.7
Passenger Kilometrage (mn)	4,324	4,345	0.5
No. of Buses Owned	7,273	6,983	-4.0
Average No. of Buses Operated	3,618	3,591	-0.7
Private Sector			
Operated Kilometrage (mn)	454	305	-32.7
Passenger Kilometrage (mn)	23,042	15,554	-32.5
No. of Buses Owned	21,049	19,977	-5.1
Average No. of Buses Operated	15,097	10,072	-33.3
No. of Inter Provincial Permits Issued	3,034	3,132	3.2
No. of Intra Provincial Permits Issued	18,035	16,922	-6.2
Sri Lanka Railways			
Operated Kilometrage (mn)	3.7	2.4	-35.0
Passenger Kilometrage (mn)	1,980	1,211	-38.8
Freight Ton Kilometrage (mn)	42	57	33.8

(a) Revised
(b) Provisional

Sources: Sri Lanka Transport Board
National Transport Commission
Sri Lanka Railways

the first half of 2021. Meanwhile, the Sri Lanka Railways also registered a sharp y-o-y decline of 35.0% in operated kilometrage. In relation to the aviation sector, cross-border mobility restrictions and dampened appetite for travel led to a y-o-y decline in the passenger kilometrage of SriLankan Airlines by 81.8% in the first half of 2021.

The Government continued to undertake initiatives to improve the road infrastructure with the intention of enhancing rural-urban linkages. Several projects were underway to not only improve and rehabilitate the existing road network but also to construct new infrastructure. Key projects that are in progress, as spearheaded by the RDA, include the Integrated Road Investment Program (i-Road), Southern Road Connectivity Project, Port Access Elevated Highway Project and the New Kelani Bridge Project. Completion of these projects will pave way for improved regional connectivity, alleviation of congestion and a reduction in transport costs that can translate into productivity improvements across the economy, particularly if concurrent improvements are made to the public transport system.

Ports

The ports sector showed signs of recovery during the nine months ending September 2021 with cargo handling and container handling, recording y-o-y growth rates of 7.3% and 3.5%, respectively, although ship arrivals recorded a y-o-y contraction of 5.3%. Despite

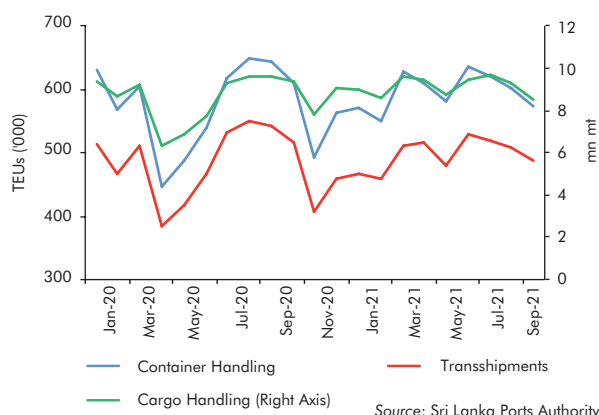
The Colombo Port, ranked at the 18th position on the Port Liner Shipping Connectivity Index of UNCTAD, was the only South Asian port to be featured within the top 25 spots highlighting the immense potential to spearhead the country's emergence as a logistics hub...

the restrictions on the importation of motor vehicles, handling of vehicle transshipments at the Hambantota Port grew by 90.9% leading to an overall y-o-y growth of 77.3% in total vehicle handling activities in Sri Lankan ports.

Importantly, the SLPA continued to engage in the process of developing the ECT while a Build-Operate-Transfer agreement was signed with one foreign investor, one local investor and the SLPA to develop the WCT. Accordingly, the ECT and WCT are expected to be completed by 2025 and 2026, respectively.

The Colombo Port ranked at the 18th position on the Port Liner Shipping Connectivity Index, as compiled by the UNCTAD. With the first and only deep water terminal in South Asia, the Colombo port is the only South Asian port to be featured among the top 25 positions highlighting the unexploited potential of Sri Lanka within the ports sector. Timely development and completion of the ECT, WCT and Colombo Port City projects will ensure Sri Lanka's ability to derive benefits from its existing and upcoming port infrastructure and its strategic geographical location, amid increasing competition from regional ports.

Figure 3.3
Performance of Port Activities



Urban Development

Amid the disruptions caused by COVID-19, the Government remained committed to continuing other infrastructure development projects. One of the notable milestones in recent times has been the development of the Colombo Port City project. With much of the internal infrastructure nearing completion, Phase I is expected to be completed in mid-2022. The Yacht Marina area and the newly developed beach are expected to be opened before the end of 2021. The enactment of the Colombo Port City Economic Commission Act No. 11 of 2021 is also a welcome development, considering its essentiality in attracting much needed foreign investment into the country.

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The Government continued to undertake initiatives focused on improving the quality of living environments. Accordingly, key projects of the UDA, such as the Colombo City Development Project, Sustainable Township Development Programme, Colombo Beautification Initiative Programme and Industrial Estate Development Programme were underway during the period under review. The Government continued to focus its efforts on the provision of decent housing facilities for underserved communities through the Affordable Housing Project, China Grant Housing Project, Indian housing project in central and uva provinces and Colombo Urban Regeneration Project, as spearheaded by the UDA. Further, the UDA initiated steps to introduce a computerised 'Land and Property Information System' to monitor and track private land acquisitions, vesting of state lands, relocation, and disposal of land and related properties.

Telecommunication Services

Another of the most important sectors, especially amid the COVID-19 pandemic, is the telecommunications sector, which continued to expand due to its growing importance in economic activities amidst mobility restrictions. With the continuation of education,

Figure 3.4
Broadband Data Usage

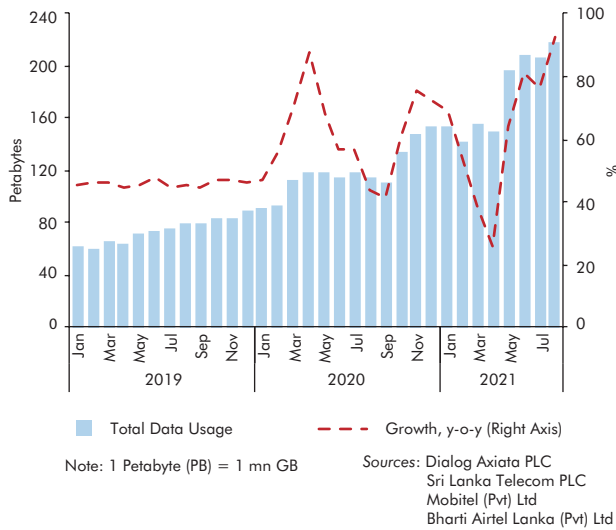
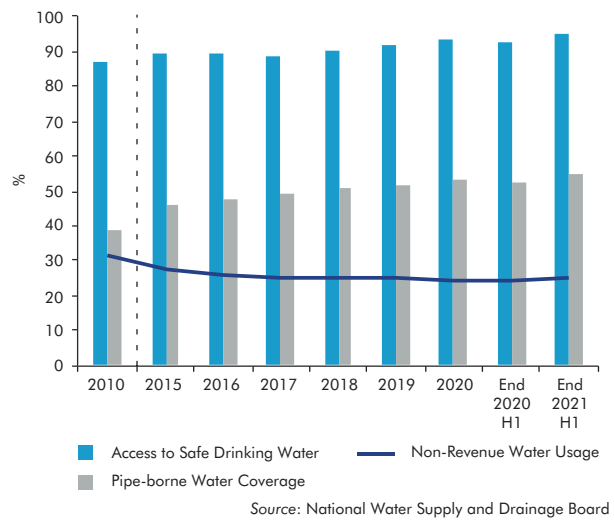


Figure 3.5
Status of Water Supply



The dynamism shown by the telecommunications sector in the midst of the COVID-19 pandemic is remarkable and will remain pivotal to a steady recovery process...

trading, and other work-related activities through online platforms, total internet connections recorded a significant y-o-y growth of 55.2% as at end June 2021. The increased reliance on the internet for everyday activities was also reflected in the continued growth in data usage during the first half of 2021. Total fixed line connections and mobile phone connections also continued to grow during the first half of the year. Considering the unique circumstances of the pandemic, telecommunications providers introduced several innovative value-for-money packages to cater to work, education, and leisure needs of the population, greatly facilitating a relatively smooth transition of economic activity to online platforms while ensuring affordability to all. Under the *Gamata Sannivedanaya* project initiated by the TRCSL, several telecommunications providers have also been actively engaged in upgrading their infrastructure to improve internet coverage in several ‘dark spots’ located across the country to ensure connectivity for all. The recent granting of legal approval for number portability is a welcome move towards enhancing quality-driven competition within the sector. Accordingly, the facility is expected to be available to users in 2022.

Water Supply

As part of improving living standards of the people, the NWS&DB continued to expand the coverage of pipe-borne water in line with the Government’s target to ensure the provision of clean and safe drinking water to the entire population by 2025. At the end of the first half of 2021, total pipe-borne water coverage stood at 55.0% while access to safe drinking water in Sri Lanka stood at 95.1% of the population. Further, the percentage of island-wide non-revenue water usage increased marginally to 24.9% at the end of the first half of 2021 from 24.6% at end 2020. Meanwhile, by end June 2021, piped sewage coverage stood at 2.05%. During the year, several water supply projects were underway to improve the provision of clean and safe drinking water while also improving pipe-borne water coverage. Notable developments in this regard include the recent initiation of the Thalaiyadi Sea Water Treatment Plant and the Jaffna City water distribution network under the broader Jaffna-Kilinochchi Water Supply Project.

Several water supply projects are underway aiming to achieve the Government’s target to ensure the provision of clean and safe drinking water to the entire population by 2025...

3.3 Progress of Social Infrastructure

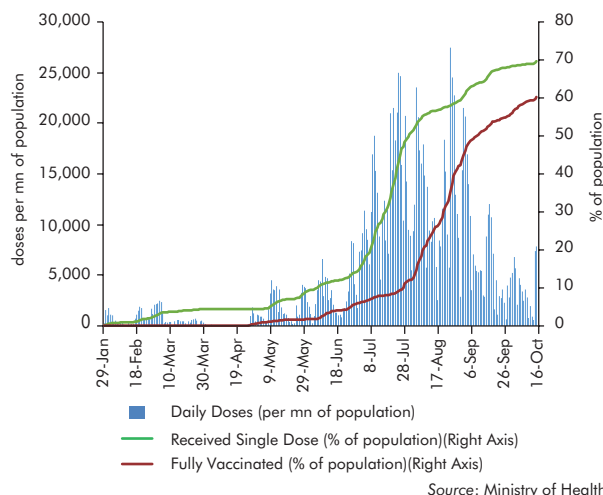
Health

The third wave of the pandemic entailed significant health costs with the caseload and deaths escalating to levels that were not seen in the previous waves of the COVID-19 pandemic. Accordingly, the daily new confirmed COVID-19 cases (smoothed) per one million population in Sri Lanka increased to 277 by end August 2021 at the peak of the third wave, though the same did not exceed 42 cases per one million population until 20 April 2021.

Unlike the nationwide lockdown implemented during the first wave of the pandemic in March and April 2020, the Government imposed mobility restrictions during the subsequent waves with increased attention on the impact of pandemic curtailment measures on economic activities and livelihoods. During the initial stages of the third wave, all identified patients were either hospitalised or quarantined at designated centres, while contacts of patients were quarantined either at quarantine centres or at their residences. However, the highly contagious nature of the Delta variant led to the rapid spread of the virus and thereby an upshoot in daily reported cases from the last week of July 2021. This posed a severe burden on available resources in hospitals and designated quarantine centres. To control overcrowding in hospitals, the Government decided to hospitalise COVID-19 patients on a priority basis. The rapid spread led to a marked increase in the fatality rate during August 2021, warranting an increase in resources allocated for pandemic management and decisive steps for mobility restrictions. Accordingly, an island-wide curfew was imposed from 21 August till end September 2021, though essential economic activities were allowed during the period. These restrictions, coupled with the COVID-19 vaccination drive, contributed to the continued decline in caseload from mid September 2021 onwards. The daily new confirmed COVID-19 cases (smoothed) per one million population reduced significantly to 48 by end September 2021 and further reduced to 36 by mid October 2021.

Despite the stresses on the health sector due to the COVID-19 pandemic, it must be recognised that

Figure 3.6
COVID-19 Vaccination Status
(as at 22 October 2021)



investments that had been made over several decades in the provision of universal health had played a key role in mitigating the negative impact of the pandemic. The expansion of this universal provisioning of healthcare services to encompass free COVID-19 related care, including testing, treatment and quarantining, has been instrumental in curbing the human toll of the pandemic, in comparison to several peer countries. As at mid October 2021, the pandemic-related government expenditure for the year amounted to Rs. 134.8 bn. Of this, health sector related expenditures, such as on vaccines, quarantine facilities, health sector infrastructure and medical supplies, stood at Rs. 86.8 bn.

Despite the shift in focus to the COVID-19 pandemic containment, public hospitals strived to provide healthcare services to the patients who were receiving monitoring and care from hospitals on a long-term basis, especially by providing medical advice via telephones. Private sector healthcare services also played a vital role in the fight against the COVID-19 pandemic through the timely provision of Intermediate Care Centres, in addition to COVID-19 related testing and treatment.

A key milestone in the fight against COVID-19 has been the Government’s commitment to forge ahead with ‘Operation Freedom’, the islandwide COVID-19 vaccination programme. The programme, which commenced in January 2021, received much worldwide acclaim for the commendable progress that has been made owing to the concerted efforts of health officials, tri-forces, and other regional public officials.

Indirect Scarring of Health and Educational Outcomes by COVID-19

Health

Sri Lanka has made commendable progress in curbing the COVID-19 pandemic through the rapid and swift implementation of mobility restrictions and especially its strong nationwide vaccination drive. However, since long, Sri Lanka has been struggling with the burden of Non-Communicable Diseases (NCDs), such as diabetes, chronic respiratory diseases, cancers, and cardiovascular diseases, which remain a leading cause of mortality and morbidity issues in the population. In 2019, before the pandemic, 82.5% of the deaths in Sri Lanka were caused by NCDs. With the COVID-19 pandemic, the vulnerability of those who suffer from NCDs has increased, not only because they are more prone to develop complications from COVID-19 but also because their regular medical care has been disrupted and because of sedentary lifestyles due to mobility restrictions. In the wake of COVID-19, certain measures had been undertaken to ensure continuity of care of such patients through telemedicine and by supplying regular medicines to door-step via postal services, though the effectiveness of such care is questionable. Further, due to overcrowding of hospitals with the surge of COVID-19 cases, less priority is being given for elective surgeries and, clinical procedures, and seemingly mild ailments, especially with patients opting not to visit hospitals. Therefore, continued commitment to the containment and subsequent surveillance of the COVID-19 pandemic is essential not only in terms of its direct impact but also due to its indirect impact on those suffering from NCDs. Meanwhile, suicide rates in Sri Lanka were high even before the pandemic, with mental health issues such as depression, despite being common, most often being neglected. The prolonged impact of mobility restrictions and social isolation, sudden loss of family members, and loss of livelihoods due to the economic downturn could create a long-lasting impact on the mental health of those affected by the pandemic. Mental health issues are also likely among frontline workers who have been working under immense pressure for a prolonged period under difficult working conditions, while facing traumatic experiences on a daily basis. Therefore, measures should be taken to provide mental healthcare support to pandemic-affected families and frontline workers, to ensure their mental health wellbeing during the pandemic period as well as during the post-pandemic period.

Education

The COVID-19 crisis has exposed many inadequacies and inequalities in the country's education system. Despite the rapid transition of educational activities to online platforms, it is essential to be wary of the efficacy and equity of online education outcomes as these can lead to inequalities related to opportunities and social mobility. In turn, these outcomes can lead to perpetuating inequities that will negatively affect economic growth and socioeconomic wellbeing in the long term. With the onset of the COVID-19 pandemic in March 2020, the rapid adoption of blended learning approaches by schools and other educational institutions has been remarkable and has been pivotal to the continuity of educational activities over the last year and a half. However, well before the pandemic, there had been significant disparities in education infrastructure with much of it being concentrated in urban centres and rural areas lagging even in basic infrastructure facilities, including sufficient teachers, let alone other technological infrastructure. This dearth of infrastructure required to achieve sufficient educational outcomes is not only at the school level but also prevalent at the household level as reflected in the computer literacy rate of just 32.3% in 2020 and computer ownership being limited to just 22.2% of households in 2020. It is even more disconcerting that only 3.8% of households in the estate sector owned a desktop or a laptop as against 37.1% in the urban sector, and that computer literacy and digital literacy levels in the estate sector were almost only one third that of the urban sector. The rural sector is also lagging behind its urban counterpart, although better than the estate sector. Notable inequalities are also observed across regions. Accordingly, with the increased reliance on technology, especially for educational purposes, these statistics highlight that significant disparities in education outcomes are highly likely in the period ahead due to this 'digital divide', which in turn will have detrimental effects on long term earning potential and living standards of those affected. Further, in the midst of the strike of schoolteachers over the last three months, online tuition classes and fee levying private schools have continued their education activities. Amid this continued provisioning of education services by the private sector, the disruptions observed in public provisioning of education services can pave way for disparities in educational outcomes of these two groups of students. However, some notable initiatives in the education sector during recent months have been the Ministry of Education's initiatives to broadcast educational programmes on television channels and also the 'Gamata Sanniwedanaya' programme launched by the TRCSL and telecom service providers to address issues of internet coverage and 'dark spots'. These programmes are expected to create some qualitative improvements in education outcomes. However, the sector is still in dire need of a holistic and multi-pronged approach to the inclusive delivery of education services amid these unique circumstances. Certain essential policies include increased awareness and training for teachers on how to facilitate and support students' learning process rather than simply delivering content. This will require improvements to syllabi and pedagogy, both of which needed improvements even before the COVID-19 pandemic. At this point, existing 'open' content can be curated and aligned to the national curriculum rather than trying to develop new content. Small yet timely efforts by education policymakers and teaching staff are of utmost importance to minimise any 'learning poverty' arising from the pandemic, especially among young children and students with special needs, both of whom tend to derive higher benefits from face-to-face pedagogy.

Sri Lanka's COVID-19 vaccination drive has received much acclaim with the country being ahead of many other countries...

As at 22 October 2021, 88% of the population above 20 years was fully vaccinated and 100% of this population segment had received at least one dose of the vaccine. Moreover, 59.5% of the total population was fully vaccinated. As at 22 October 2021, 129 COVID-19 vaccine doses had been administered per 100 persons in Sri Lanka, which is notably higher than the world average of 87 COVID-19 vaccine doses per 100 persons. Notably, Sri Lanka's vaccine deployment status is among the highest in the South Asian region. The COVID-19 vaccination programme is now being gradually rolled out to school students as well.

Education

Another key aspect of social infrastructure is the education sector which was severely affected by the COVID-19 pandemic. Despite the closure of schools, universities, and other tertiary education institutions, educational activities were continued through online platforms. School and universities were opened for a short period in March and April 2021 until the onset of the third wave of COVID-19. Despite the availability of online education platforms and educational television programmes, education activities of students of low-income households, students in areas with poor telecommunication services, children with special needs, and preschool and primary school children, who generally need special teacher attention, are likely to have experienced significant difficulties. This will have a prolonged impact on their educational attainment and future economic opportunities. Although the Ordinary Level examination, which was postponed from December 2020, was successfully held in January 2021, due to the recent COVID-19 wave, the Advanced Level and Scholarship examinations, which are generally held in August, have been postponed for the second time. Amidst these difficulties, educational activities of Government schools were affected by the protest of schoolteachers demanding the resolution of salary anomalies, while online tuition classes and educational activities of fee levying private schools continued. From 21 October 2021 onwards the Government has begun to gradually reopen schools.

During the first half of 2021, approval of the Cabinet of Ministers was granted for the campuses established in Vavuniya and Gampaha to be elevated to university status. Accordingly, the public higher education system was expanded with the addition of the University of Vavuniya and Gampaha Wickramarachchi University of Indigenous Medicine.

Despite several setbacks from COVID-19, the TVET sector strived to continue its activities. As of end June 2021, there were 1,100 training institutes in operation, of which 494 were operated by the Government. Notably, during the period, there were approximately 56,561 new enrolments. During the first half of 2021, the TVEC was engaged in the development of an online system to collect data on students' training performance. The TVEC also launched the eRPL system to digitalise the processing of Recognition of Prior Learning (RPL) applications.

Poverty and Safety Nets

Considering the disproportionate impact of the COVID-19 pandemic on needy segments of the society, the Government continued to widen its existing social assistance programmes. Under the Samurdhi subsidy programme, approximately Rs. 25.9 bn was distributed by the Department of Samurdhi Development (DSD) among 1.8 mn beneficiary households during the first half of 2021. Further, the DSD also continued to carry out other socioeconomic development programmes, including livelihood development, marketing development, social development as well as community development programmes, to uplift the living conditions and livelihoods of beneficiary families. In addition to the Samurdhi safety net, an allowance of Rs. 5,000 per family was paid to all low income and vulnerable families during the New Year season and another allowance of Rs. 2,000 per family was paid to vulnerable families who do not receive any other government assistance but had lost their livelihood due to the imposition of mobility restrictions in August 2021. As observed globally, dampened economic activity due to the spread of COVID-19 as well as the containment measures are bound to increase poverty levels in the country, but updated indicators on either poverty or household incomes and expenditures are unavailable from the DCS.

Table 3.2
Performance of the Power Generation Sector

Electricity Generation and Installed Capacity			
Item	2020 Jan - Aug	2021 Jan - Aug (a)	Change %
Installed Capacity (MW- End Period)	4,275	4,124	-3.5
CEB	2,953	2,968	0.5
Private	1,322	1,156	-12.6
Total Power Generation (GWh)	10,406	10,946	5.2
Hydro (b)	2,322	3,215	38.5
Fuel Oil	2,999	2,063	-31.2
Coal	3,960	4,020	1.5
NCRE (c)	1,125	1,648	46.5
Share of Hydro Power in Total Generation (%)	22	29	31.7
Electricity Sales (GWh)			
Item	2020 Jan - Jul	2021 Jan - Jul (a)	Change %
Total Sales by CEB (GWh)	8,218	8,753	6.5
Domestic	3,018	2,990	-0.9
Religious	48	47	-1.4
Industrial	2,273	2,774	22.0
General Purpose	1,643	1,688	2.7
Government	120	125	3.5
Hotel	116	120	3.7
Bulk Sales to LECO	936	950	1.6
Street Lighting	63	59	-7.0
Average Cost and Average Tariff of Electricity (Rs./kWh)			
Overall Average Cost (at Generation Point)	14.01	11.56	-17.5
CEB - Hydro	2.73	1.86	-31.9
CEB - Coal	8.53	8.51	-0.2
CEB - Fuel Oil	29.73	28.05	-5.7
Private	24.65	21.18	-14.1
Overall Average Cost (at Selling Point)	20.08	17.29	-13.9
Overall Average Tariff	16.79	16.26	-3.2

(a) Provisional
(b) Excluding mini hydro power plants
(c) Refers to NCRE, including mini hydro and rooftop solar generation

Source: Ceylon Electricity Board

Table 3.3
Sector wise Sales of Petroleum Products by the Ceylon Petroleum Corporation

Sectors	2020 Jan - Aug			2021 Jan - Aug (a)		
	Amount (mn Ltrs)	Share (%)	y-o-y Growth (%)	Amount (mn Ltrs)	Share (%)	y-o-y Growth (%)
Power Generation	698	20.7	-32.7	491	14.9	-29.6
Transport	2,106	62.5	-15.6	2,287	69.2	8.6
Aviation	191	5.7	-51.4	149	4.5	-22.2
Industries	61	1.8	-33.1	100	3.0	63.9
Other	311	9.2	60.5	279	8.5	-10.1
Total	3,367		-20.0	3,307		-1.8

(a) Provisional

Source: Ceylon Petroleum Corporation

Table 3.4
Performance of the Aviation Sector

Item	2020 Jan - Jun	2021 Jan - Jun (a)	Change %
Passengers (No.)(b)	2,229,347	292,173	-86.9
SriLankan Airlines	1,166,203	151,411	-87.0
Foreign Airlines	1,063,144	140,762	-86.8
Freight Handling (mt)	69,437	79,310	14.2
SriLankan Airlines	30,513	39,425	29.2
Foreign Airlines	38,924	39,885	2.5
Aircraft Movements (No.)(c)	15,321	9,462	-38.2
BIA	15,179	9,119	-39.9
MRIA	60	337	461.7
JIA	82	6	-92.7

(a) Provisional
(b) Excludes transit passengers
(c) Includes domestic aircraft movements

Source: Civil Aviation Authority of Sri Lanka

Abbreviations and Acronyms

BIA	: Bandaranaike International Airport	OPEC	: Organisation of Petroleum Exporting Countries
bn	: Billion	PB	: Petabyte
CEB	: Ceylon Electricity Board	PRDS	: Petroleum Resources Development Secretariat
CPC	: Ceylon Petroleum Corporation	RDA	: Road Development Authority
DCS	: Department of Census and Statistics	RPL	: Recognition of Prior Learning
DSD	: Department of Samurdhi Development	SLPA	: Sri Lanka Ports Authority
ECT	: East Container Terminal	SLTB	: Sri Lanka Transport Board
eRPL	: e-Recognition of Prior Learning	TEUs	: Twenty-foot Equivalent Units
GB	: Gigabyte	TRCSL	: Telecommunications Regulatory Commission of Sri Lanka
GWh	: Giga Watt Hours	TVEC	: Tertiary and Vocational Education Commission
i-Road	: Integrated Road Investment Programme	TVET	: Technical and Vocational Education and Training
JIA	: Jaffna International Airport	UDA	: Urban Development Authority
kWh	: Kilo watt hours	UNCTAD	: United Nations Conference of Trade and Development
Ltrs	: Litres	WCT	: West Container Terminal
mn	: Million	WTI	: West Texas Intermediate
MRIA	: Mattala Rajapaksa International Airport	y-o-y	: Year-on-Year
mt	: Metric Tonnes		
MW	: Mega Watt		
NCDs	: Non-Communicable Diseases		
NCRE	: Non-Conventional Renewable Energy		
NWS&DB	: National Water Supply & Drainage Board		